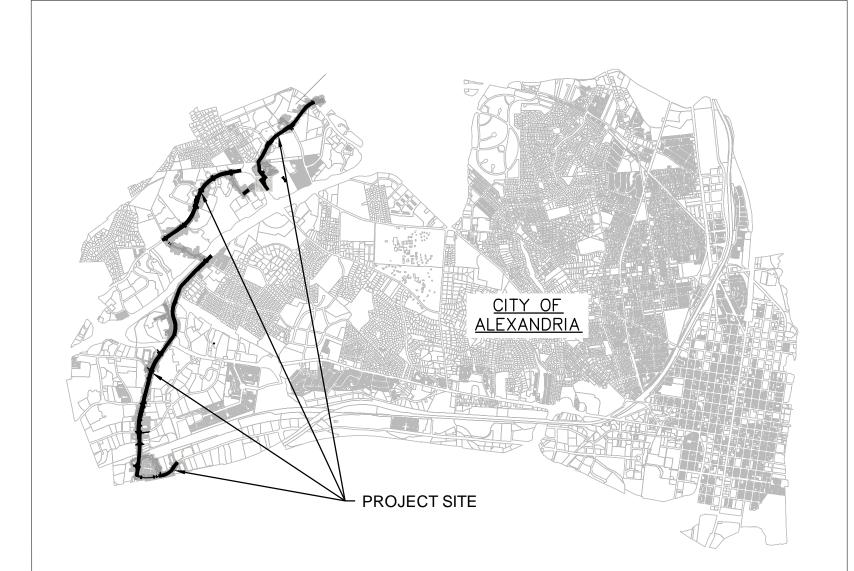
# WEST END TRANSITWAY CONCEPTUAL DESIGN PLANS

City of Alexandria, Virginia

SOUTH VAN DORN STREET: Eisenhower Avenue to Sanger Avenue NORTH BEAUREGARD STREET: Sanger Avenue to King Street

### PROJECT LOCATION MAP 1' = 4000'



# PROJECT DESCRIPTION

LIMIT TO THE NORTH, ULTIMATELY EXTENDING TO THE PENTAGON METRO STATION IN

APPROXIMATELY 4.6 MILES IN LENGTH.

THESE PLANS HAVE BEEN DEVELOPED IN CONJUNCTION WITH THE ALTERNATIVES PROJECTS INITIAL FEASIBILITY STUDY. THESE PLANS ARE CONCEPTUAL IN NATURE, AND AS SUCH ARE NOT COMPLETE. THESE PLANS SERVE TO SHOW THE DESIGN AND CONSTRUCTION FEASIBILITY OF THE PROJECT, AND TO DEMONSTRATE THE NATURE OF THE CORRIDOR ONCE IT IS CONSTRUCTED.

OPINION OF PROBABLE PROJECT CAPITAL COSTS	
CAPITAL CONSTRUCTION: (INCLUDES ROADWAY, STATIONS, SYSTEMS, R/W, UTILITIES, ETC.)	\$61.5 TO \$70 MILLION
FLEET: (BUSES, INCLUDING SPARE UNITS)	\$17 TO \$19.5 MILLION
PROJECT DEVELOPMENT: (DESIGN FEES, PERMITTING, LEGAL, SURVEY, TESTING, ETC.)	\$16 TO \$18.5 MILLION
CONTINGENCY:	\$28 TO \$32 MILLION
TOTAL PROJECT COST:	\$122.5 TO \$140 MILLION

\*NOTE: THE OPINION OF COSTS SHOWN WAS DEVELOPED FROM THE CONCEPTUAL DESIGN PLANS INCLUDED HEREIN. DUE TO THE PRELIMINARY NATURE OF THESE PLANS, NOT ALL REQUIRED BID ITEMS FOR CONSTRUCTION ARE ACCOUNTED FOR. THE PLANS AND OPINION OF COST SERVE TO PROVIDE AN APPROXIMATE RANGE OF VALUES FOR THE ITEMS LISTED ABOVE. THESE PLANS ARE NOT APPROVED, ARE NOT FINAL, AND ARE SUBJECT TO CHANGE.

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S. PICKETT ST. T

PROJECT AREA

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION, NOR FOR THE ACQUISITION OF ANY RIGHT-OF-WAY.

1.1 of 1.1 NOT FOR CONSTRUCTION

SHEET NUMBER

## GENERAL NOTES

#### CONSTRUCTION NOTES

- \* THESE CONCEPTUAL DESIGN PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION NOR ACQUISITION OF RIGHT—OF—WAY AT THIS TIME. THE FOLLOWING CONSTRUCTION NOTES ARE PROVIDED AS AN EXAMPLE OF NOTES TO BE INCLUDED IN FURTHER DESIGN STAGES OF THE WEST END TRANSITWAY. THESE NOTES ARE NOT FINAL AND ARE SUBJECT TO CHANGE.
- 1. THE CONTRACTOR SHALL PERFORM ALL WORK AND CONSTRUCT/INSTALL ALL ITEMS WITHIN EXISTING CITY OF ALEXANDRIA RIGHT OF WAY UNLESS OTHERWISE SHOWN IN THE PLANS.
- 2. ALL ITEMS SHALL BE CONSTRUCTED AND INSTALLED IN ACCORDANCE WITH THE STATE CORPORATION COMMISSION (SCC) REQUIREMENTS, THE LATEST VERSION OF THE "VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) ROAD AND BRIDGE SPECIFICATIONS," THE MOST RECENT VERSION OF APPLICABLE CITY OF ALEXANDRIA STANDARDS AND SPECIFICATIONS, AND THE PROJECT SPECIAL PROVISIONS; WHICHEVER IS MOST RESTRICTIVE TAKES PRECEDENCE. CERTIFICATION AND SOURCE OF MATERIALS ARE TO BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
- 3. THE CONTRACTOR SHALL CONTACT "MISS UTILITY OF VIRGINIA" (811) PRIOR TO BEGINNING DEMOLITION OR EXCAVATION WORK, IN ORDER TO DETERMINE THE EXTENT AND LOCATION OF ALL UNDERGROUND UTILITIES WITHIN THE PROJECT LIMITS. UTILITY COMPANIES WILL BE NOTIFIED THROUGH "MISS UTILITY OF VIRGINIA" 48 HOURS PRIOR TO ANY EXCAVATION WITHIN THE PROXIMITY OF THEIR UTILITIES. THE CONTRACTOR WILL BE RESPONSIBLE FOR REPAIRING OR REPLACING, AT THE CONTRACTOR'S EXPENSE, ANY EXISTING UTILITIES, PAVEMENT, CONCRETE ITEMS, PIPES, ETC., THAT ARE DAMAGED DURING CONSTRUCTION.
- 4. LOCATION OF EXISTING CABINETS, CONDUITS, JUNCTION BOXES, MANHOLES, STRUCTURES, AND UTILITY APPURTENANCES AS SHOWN ON THE PLANS ARE APPROXIMATE AS PROVIDED BY CITY OF ALEXANDRIA GIS DATA. ALL EXISTING UTILITIES IN PROJECT LIMITS ARE NOT GUARANTEED TO BE SHOWN ON THE PLANS. EXISTING UTILITIES ARE NOT SHOWN IN THEIR EXACT LOCATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATION ALL EXISTING UTILITIES AND EQUIPMENT PRIOR TO PROCEEDING WITH THE WORK.
- 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING/ RECONSTRUCTING, WITH MATCHING MATERIALS, ANY PAVEMENT, SIDEWALKS, ENTRANCES, CURB AND GUTTER, LANDSCAPING, DRIVEWAYS, PIPE, MAILBOXES, ETC. THAT ARE DAMAGED DURING THE CONSTRUCTION OF THE PROJECT INCLUDING AREAS WHERE PROPOSED CONSTRUCTION IS SHOWN. ALL EXCAVATION AND RESTORATION SHALL BE IN ACCORDANCE WITH THE CITY OF ALEXANDRIA STANDARDS AND SPECIFICATIONS, AND THE "VDOT ROAD AND BRIDGE SPECIFICATIONS," WHICHEVER IS MORE RESTRICTIVE TAKES PRECEDENCE.
- 6. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES TO BE CROSSED PRIOR TO JACKING/BORING, TRENCHING, OR DIRECTIONAL DRILLING OF CONDUITS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING REQUIRED SEPARATION FROM EXISTING UTILITIES IN ACCORDANCE WITH SCC REQUIREMENTS AND CITY OF ALEXANDRIA REQUIREMENTS, WHICHEVER IS MORE RESTRICTIVE TAKES PRECEDENCE.
- 7. THE CONTRACTOR SHALL COORDINATE WITH ALEXANDRIA TRANSPORTATION AND ENVIRONMENTAL SERVICES (T & ES) @ (703) 746-4025, AND WITH THE ENGINEER PRIOR TO PROCEEDING WITH ANY CONSTRUCTION WORK IF REQUIRED SEPARATION FROM EXISTING UTILITIES CANNOT BE MET.
- 8. WHEN TRENCHING, THE CONTRACTOR SHALL HAND DIG WHEN CROSSING WATER LINES, COMMUNICATIONS, GAS LINES, AND SEWER FORCE MAINS. ANY EXCAVATION WITHIN 18 INCHES OF GAS OR ELECTRIC LINES SHALL BE PERFORMED BY HAND.
- 9. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WRITTEN NOTIFICATION SEVEN (7) CALENDAR DAYS PRIOR TO THE START OF ANY WORK. A PRE-CONSTRUCTION MEETING WILL BE REQUIRED PRIOR TO THE START OF THE PROJECT.
- 10. ANY ERRORS, CONFLICTS, OR DISCREPANCIES FOUND ON THE APPROVED PLANS SHALL BE REPORTED TO THE ENGINEER FOR RESOLUTION PRIOR TO PROCEEDING WITH ANY FURTHER WORK.
- 11. ALL MATERIALS AND CONSTRUCTION WITHIN WITHIN THE PUBLIC RIGHT OF WAY SHALL BE IN ACCORDANCE WITH THE CURRENT CITY OF ALEXANDRIA STANDARDS AND SPECIFICATIONS.
- 12. ANY REQUEST FOR A CHANGE OF SPECIFIED MATERIALS OR DESIGN FROM THE APPROVED PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL. A LETTER MUST ACCOMPANY THE PROPOSED CHANGES AND INCLUDE REVISED PLAN SHEETS AND/OR DESIGN CALCULATIONS FOR REVIEW AND APPROVAL BY THE ENGINEER.
- 13. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND IN ACCORDANCE WITH VDOT EROSION AND SEDIMENT CONTROL STANDARDS. ALL EROSION CONTROL MEASURES WILL BE IN PLACE DURING ALL CONSTRUCTION ACTIVITIES, AND SHALL BE REVIEWED BY THE CONTRACTOR AT LEAST ONCE EVERY 14 DAYS AND AFTER ALL TRIGGERING RAINFALL EVENTS (AS DEFINED IN THE PROJECT SPECIAL PROVISIONS) TO ENSURE COMPLIANCE FOR THE CONTROL OF ANY EROSION AND SILTATION. ANY CORRECTIONS OR REPAIRS WILL BE MADE IMMEDIATELY BY THE CONTRACTOR AND AT THE CONTRACTORS EXPENSE.
- 14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPELTE STAKE—OUT OF THE PROJECT, I.E. LINE, GRADE, SLOPE STAKE, UTILITY RELOCATIONS, OR ANY OTHER STAKE—OUT THAT MAY BE REQUIRED TO COMPLETE THE PROJECT IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. ANY AND ALL EXPENSES INCURRED FOR THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS. NO ADDITIONAL PAYMENT SHALL BE MADE FOR THIS WORK.
- 15. THE CONTRACTOR SHALL COMPLY WITH THE SOUND CONTROL ORDINANCE OF THE CITY OF ALEXANDRIA AS APPLICABLE.

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- 16. THE CONTRACTOR SHALL PROVIDE BORROW MATERIAL FROM BORROW PITS APPROVED BY THE ENGINEER, AND INCORPORATE IT INTO THE WORK IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.
- 17. THE CONTRACTOR SHALL HAVE A COPY OF THE CURRENT PROJECT SPECIAL PROVISIONS AT THE PROJECT SITE AT ALL TIMES. THE CONTRACTOR SHALL HAVE AT LEAST ONE SET OF APPROVED PLANS WITH ALL APPROVED REVISIONS AT THE PROJECT SITE AT ALL TIMES.

- 18. ALL CONDUITS UNDER PAVEMENT, INCLUDING DRIVEWAYS, SHALL BE INSTALLED AT A MINIMUM DEPTH OF 36 INCHES. ALL OTHER CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF 24 INCHES. TRENCHED CONDUIT INSTALLED BENEATH ROADWAYS AND DRIVEWAYS SHALL BE CONCRETE ENCASED.
- 19. ANY AREA THAT IS DISTURBED OUTSIDE OF THE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED AT THE EXPENSE OF THE CONTRACTOR.
- 20. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING THE CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER OR AROUND EXISTING UTILITIES, THE CONTRACTOR SHALL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT SHALL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL.
- 21. ALL EXISTING RIGHT OF WAY LINES SHOWN ON THE PLANS ARE APPROXIMATE AS PROVIDED BY CITY AND COUNTY GIS DATA. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO FIELD LOCATE ALL PROPOSED ITEMS ON THESE PLANS AND SHALL ENSURE ALL ITEMS ARE INSTALLED WITHIN EXISTING RIGHT OF WAY, OR ON CITY—OWNED PROPERTY OR EASEMENT. THE LOCATION AND ORIENTATION OF ALL PROPOSED ITEMS SHALL BE FIELD VERIFIED AND APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
- 22. THE ENGINEER RESERVES THE RIGHT TO MAKE ANY CHANGES TO THESE PLANS AND ANY MATERIAL CONTAINED HEREIN AS DEEMED NECESSARY.
- 23. THE CONTRACTOR SHALL FURNISH AS—BUILT DRAWINGS, DETAILING THE EXACT LOCATION(S) OF ANY DIRECT BURIED ITEMS PRIOR TO FINAL ACCEPTANCE. ONE HARD COPY AND AN ELECTRONIC VERSION SHALL BE PROVIDED IN AUTOCAD FORMAT AS APPROVED BY THE ENGINEER.
- 24. MODIFICATIONS REQUIRING CONTROLLER AND COMMUNICATIONS UPGRADES ONLY SHALL BE COMPLETED WITH NO MORE THAN ONE HOUR OF FLASH OPERATION AT EACH LOCATION PER DAY.
- 25. WHERE WORK IS CALLED FOR IN MANHOLES, THE CONTRACTOR SHALL FOLLOW ALL APPLICABLE CITY, STATE, AND FEDERAL REQUIREMENTS REGARDING WORK IN ENCLOSED SPACES. WORK WITHIN THE CITY'S MANHOLES REQUIRES CONTRACTOR'S STAFF TO BE CERTIFIED FOR CABLING INSTALLATION IN A MEDIUM VOLTAGE (2,400 THROUGH 15,000 VOLTS) WORK ENVIRONMENT.
- 26. THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF ALEXANDRIA AND DOMINION VIRGINIA POWER (DVP) FOR DEENERGIZING ALL CIRCUITS PRIOR TO BEGINNING WORK ON SHARED CITY OF ALEXANDRIA AND DVP ASSETS. IT IS THE CONTRACTORS RESPONSIBILITY TO ENSURE CIRCUITS HAVE BEEN DEENERGIZED PRIOR TO COMMENCING WORK.
- 27. ANY TRAFFIC CONTROL DEVICES INCLUDING BUT NOT LIMITED TO PAVEMENT MARKINGS, SIGNS, AND TRAFFIC CONTROL SIGNAL EQUIPMENT DAMAGED OR DESTROYED BY THE CONTRACTOR DURING CONSTRUCTION MUST BE REPLACED AT THE CONTRACTOR'S EXPENSE UNLESS THEIR REMOVAL OR DESTRUCTION IS CALLED FOR IN THE PLANS.
- 28. THE CONTRACTOR SHALL LOCATE EXISTING CONDUIT, CABLE RUNS, INDUCTIVE LOOPS, LEAD-IN CABLES, JUNCTION BOXES, AND DETECTION EQUIPMENT BEFORE INSTALLING OR USING EQUIPMENT THAT CAN DAMAGE OR INTERFERE WITH SUCH FACILITIES.
- 29. THE CONTRACTOR SHALL CEASE WORK IMMEDIATELY AND NOTIFY THE ENGINEER AND AFFECTED OWNERS IF DAMAGE TO EXISTING UTILITIES, CABLES, OR EQUIPMENT OCCURS AS A RESULT OF WORK PERFORMED BY THE CONTRACTOR. THE CONTRACTOR SHALL MAKE ALL REQUIRED REPAIRS AND REPLACEMENTS AT NO ADDITIONAL COST TO THE WEST END TRANSITWAY SYSTEM, THE CITY OF ALEXANDRIA, OR THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGES AND CLAIMS ARISING FROM SUCH INCIDENTS.
- 30. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THE DISPOSAL OF ALL SOLID OR LIQUID MATERIALS RESULTING FROM CONSTRUCTION IS DONE IN ACCORDANCE WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL ENVIRONMENTAL LAWS AND REGULATIONS.
- 31. THE CONTRACTOR SHALL PROVIDE A MINIMUM 30 DAYS WRITTEN NOTICE TO VERIZON PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES. VERIZON STAFF SHALL BE ON SITE WHENEVER WORK IS BEING DONE BY THE CONTRACTOR WITHIN VERIZON MANHOLES.
- 32. THE CONTRACTOR IS RESPONSIBLE FOR ACQUIRING AREAS FOR EQUIPMENT STORAGE AND STAGING OF MATERIALS.
- 33. THE CONTRACTOR SHALL NO INSTALL PROPOSED JUNCTION BOXES WITHIN CURB RAMPS OR WITHIN PRIVATE DRIVEWAYS. THE CONTRACTOR SHALL NO INSTALL PROPOSED JUNCTION BOXES ABOVE EXISTING UTILITY LATERALS, WATER LINES, OR GAS LINES.
- 34. AT NO TIME SHALL EXISTING DRAINAGE FACILITIES (I.E. DITCH LINES, STRUCTURES, ETC.) BE BLOCKED OR IMPEDED TO THE DEGREE AS TO CREATE FLOODING CONDITIONS ON STATE OR CITY ROADS, RIGHT OF WAY, OR DESIGNATED NATURAL AREAS OR PARK LAND.
- 35. ALL UTILITIES NOT UNDER THIS CONTRACT ARE TO BE ADJUSTED BY RESPECTIVE UTILITY OWNERS.
- 36. ALL CONCRETE SIDEWALK PLACED OUTSIDE OF TRANSIT STATION SHELTER/PLATFORM AREAS SHALL BE 4 INCHES THICK UNLESS OTHERWISE SPECIFIED.

#### SIGNING AND MARKING NOTES:

- 1. ALKALINE BASE THERMOPLASTIC COMPOUND WILL BE USED ON ALL THERMOPLASTIC PAVEMENT MARKINGS.
- 2. ALL EXISTING TRAFFIC SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR DURING CONSTRUCTION UNTIL THEY ARE RELOCATED OR REMOVED BY THE CONTRACTOR AS CALLED FOR IN THE PLANS.
- 3. ALL TRAFFIC SIGN POSTS SHALL BE COMPATIBLE (MAKE, DESIGN) WITH POSTS NOW IN USE BY THE CITY OF ALEXANDRIA AND/OR VDOT.
- 4. CAUTION SHALL BE EXERCISED WHILE RELOCATING EXISTING SIGNS TO PREVENT UNNECESSARY DAMAGE TO THE SIGN PANELS. IF THE SIGNS ARE DAMAGED BEYOND USE, AS DETERMINED BY THE ENGINEER, SIGNS SHALL BE REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
- 5. THE SIGN LOCATIONS SHOWN ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
- 6. COST OF EXISTING PAVEMENT MARKINGS TO BE REMOVED IS CONSIDERED INCIDENTAL TO THE INSTALLATION OF PROPOSED PAVEMENT MARKINGS.

- 7. PAVEMENT MARKING SHALL BE PLACED AS SHOWN IN THE PLANS AND PER CITY OF ALEXANDRIA STANDARDS AND SPECIFICATIONS.
- 8. AT LOCATIONS WHERE UNDERGROUND UTILITIES ARE IN CLOSE PROXIMITY TO SIGN FOUNDATIONS ARE DETERMINED BY THE CONTRACTOR, THE CONTRACTOR SHALL HAND DIG THE FIRST FOUR FEET OF THE HOLE FOR THE SIGN POST FOUNDATION.
- 9. ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL REMAIN UNLESS OTHERWISE NOTED IN THE PLANS.
- 10. ANY EXISTING SIGN TO REMAIN THAT IS DISTURBED OR RELOCATED DURING CONSTRUCTION SHALL BE RESET TO CURRENT STANDARDS FOR HEIGHT, OFFSET, AND METHOD OF INSTALLATION. COST OF THIS WORK SHALL BE REFLECTED IN THE SCHEDULE OF PAY ITEMS.

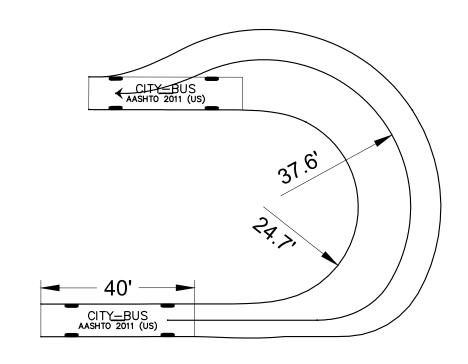
#### TRAFFIC CONTROL GENERAL NOTES:

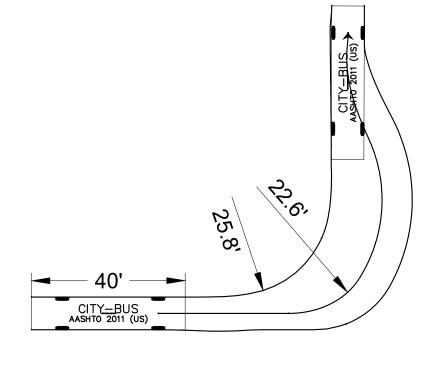
- 1. THE CONTRACTOR SHALL ADHERE TO THE REQUIREMENTS SET FORTH IN THE LATEST VERSIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE VIRGINIA WORK AREA PROTECTION MANUAL (VWAPM) AT ALL TIMES.
- 2. CONTRACTOR SHALL INSTALL ADVANCE WARNING SIGNS IN ACCORDANCE WITH THE PLANS AND THE MUTCD AND VWAPM.
- 3. WORK ZONE SIGNS AND BARRICADES SHALL BE PLACED IN ACCORDANCE WITH THE MUTCD, VWAPM, AND ANY DETAILS PROVIDED IN THE PLANS.
- 4. EXISTING POSTED SPEED LIMIT SHALL REMAIN DURING CONSTRUCTION UNLESS OTHERWISE SPECIFIED IN THE PLANS. TRAFFIC SHALL BE MAINTAINED ON PAVED SURFACES IN ALL EXISTING DIRECTIONS ON ALL ROADWAYS AT ALL TIMES DURING CONSTRUCTION.
- 5. ALL EXISTING SIGNS AND PAVEMENT MARKINGS WHICH CONFLICT WITH THE TRAFFIC CONTROL PLAN DURING A CONSTRUCTION PHASE SHALL BE REMOVED OR TEMPORARILY RELOCATED AS NECESSARY PRIOR TO THE DIVERSION OF TRAFFIC AND THE COMMENCEMENT OF CONSTRUCTION.
- 6. MINIMUM MAINTAINED LANE WIDTH SHALL BE 10 FEET.
- 7. ACCESS TO ALL PROPERTIES THROUGHOUT THE PROJECT SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
- 8. EXISTING SIDEWALK MAY BE CLOSED AS NECESSARY TO ACCOMMODATE CONSTRUCTION.
  CONTRACTOR SHALL PLACE REQUIRED SIDEWALK CLOSURE SIGNAGE IN ACCORDANCE WITH THE PLANS, AND THE MUTCD AND VWAPM.

#### **DESIGN ASSUMPTIONS:**

- 1. EISENHOWER STREET DESIGN SPEED = 35 MPH
- 2. VAN DORN STREET DESIGN SPEED = 35 MPH
- 3. SANGER AVENUE DESIGN SPEED = 25 MPH
- 4. BEAUREGARD STREET DESIGN SPEED = 35 MPH
- 5. DEDICATED TRANSIT LANE WIDTH = 12' (MIN.) TO 14' (MAX.)
- 6. GENERAL PURPOSE LANE WIDTH = 10' (MIN.) TO 12' (MAX.)
- 7. DESIGN VEHICLE: CITY BUS (AASHTO)

### DESIGN VEHICLE TURNING PATHS 1" = 25'





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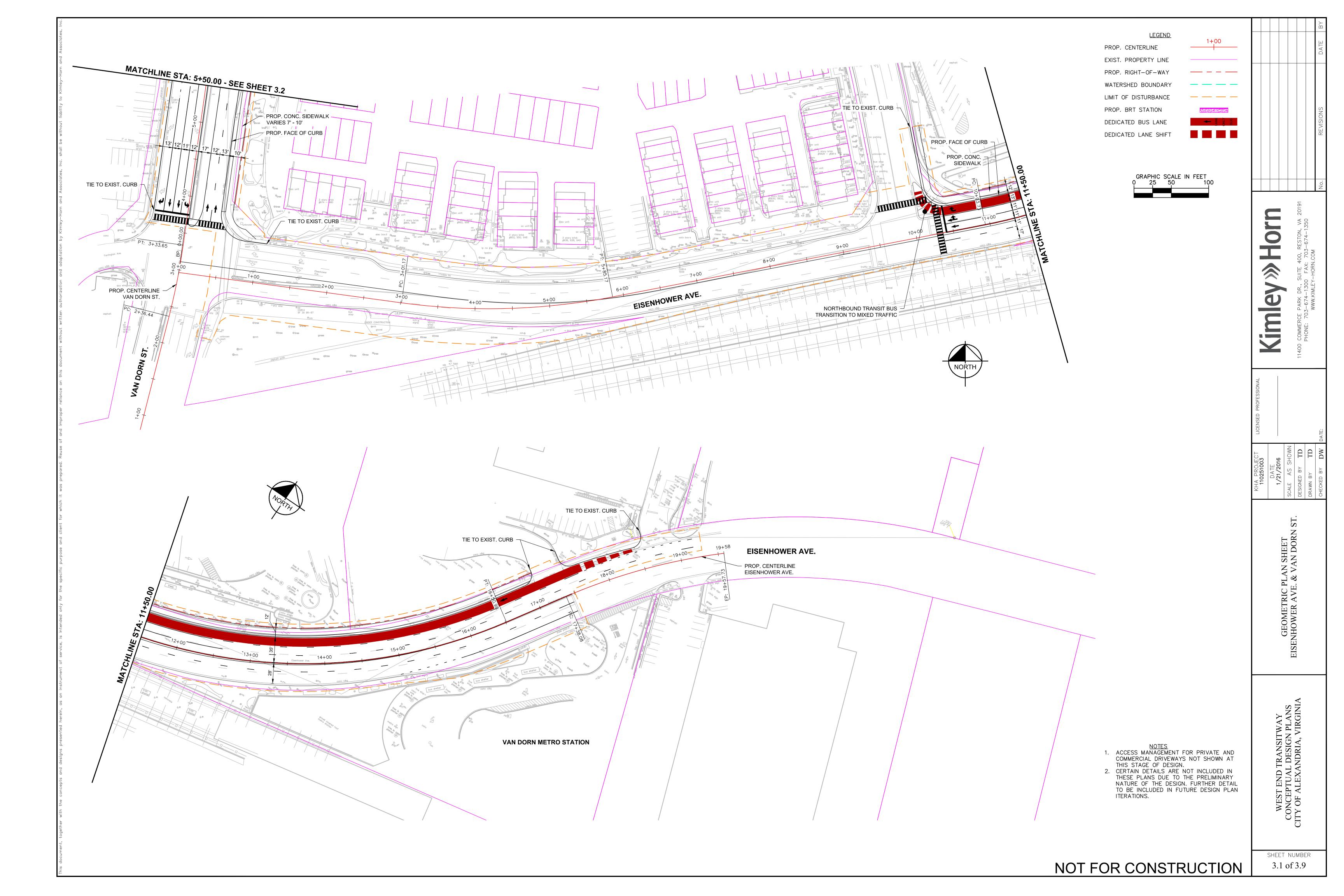
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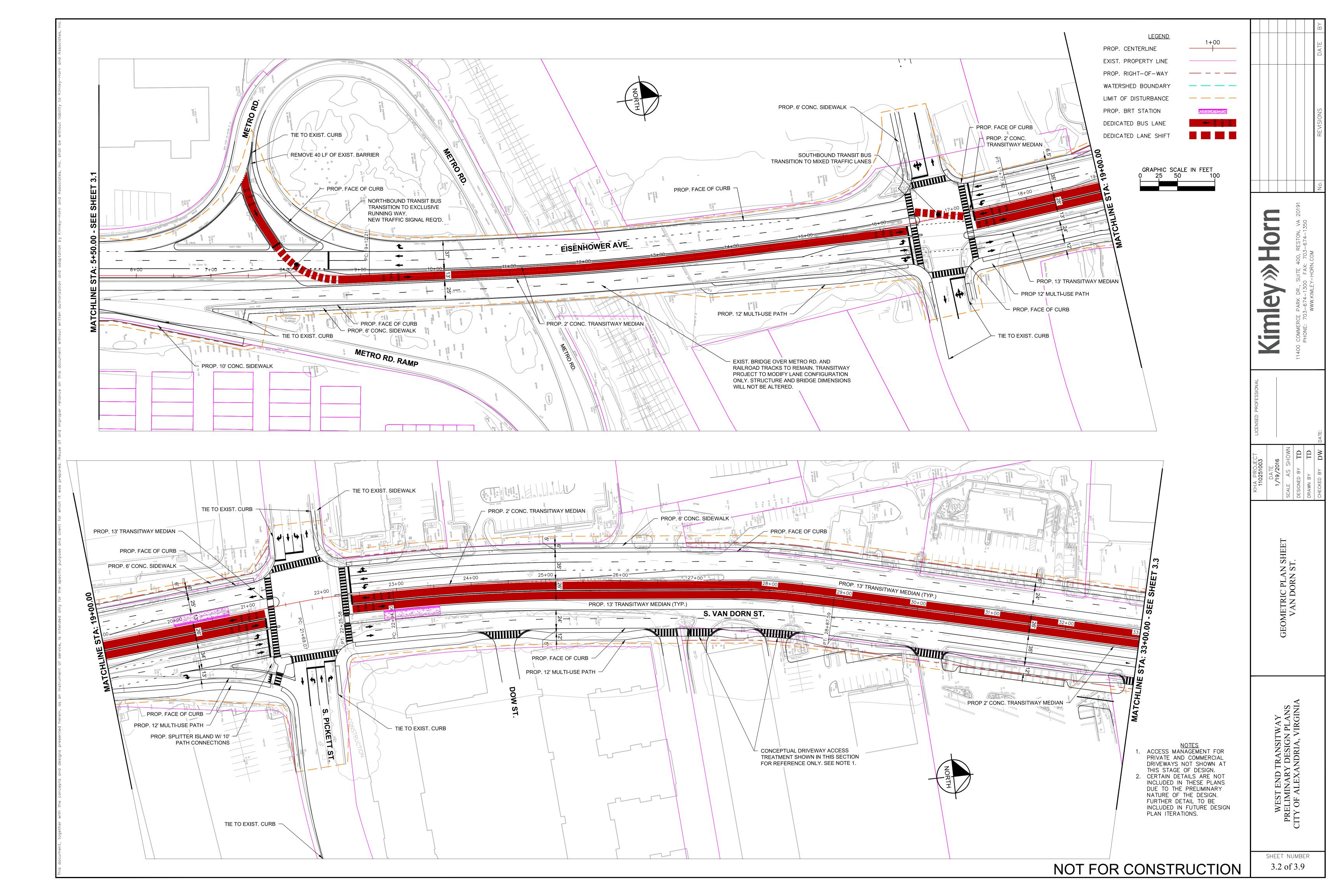
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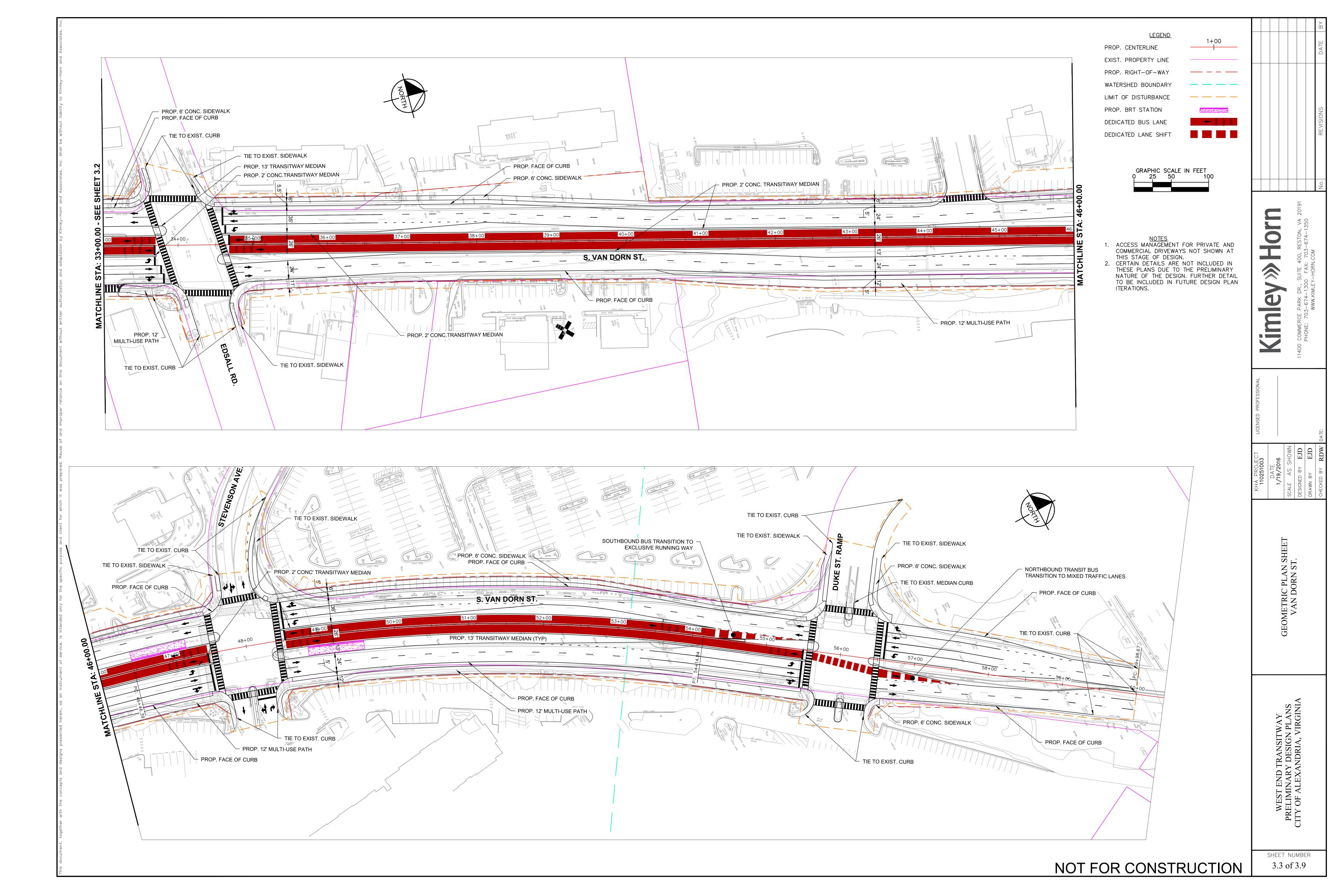
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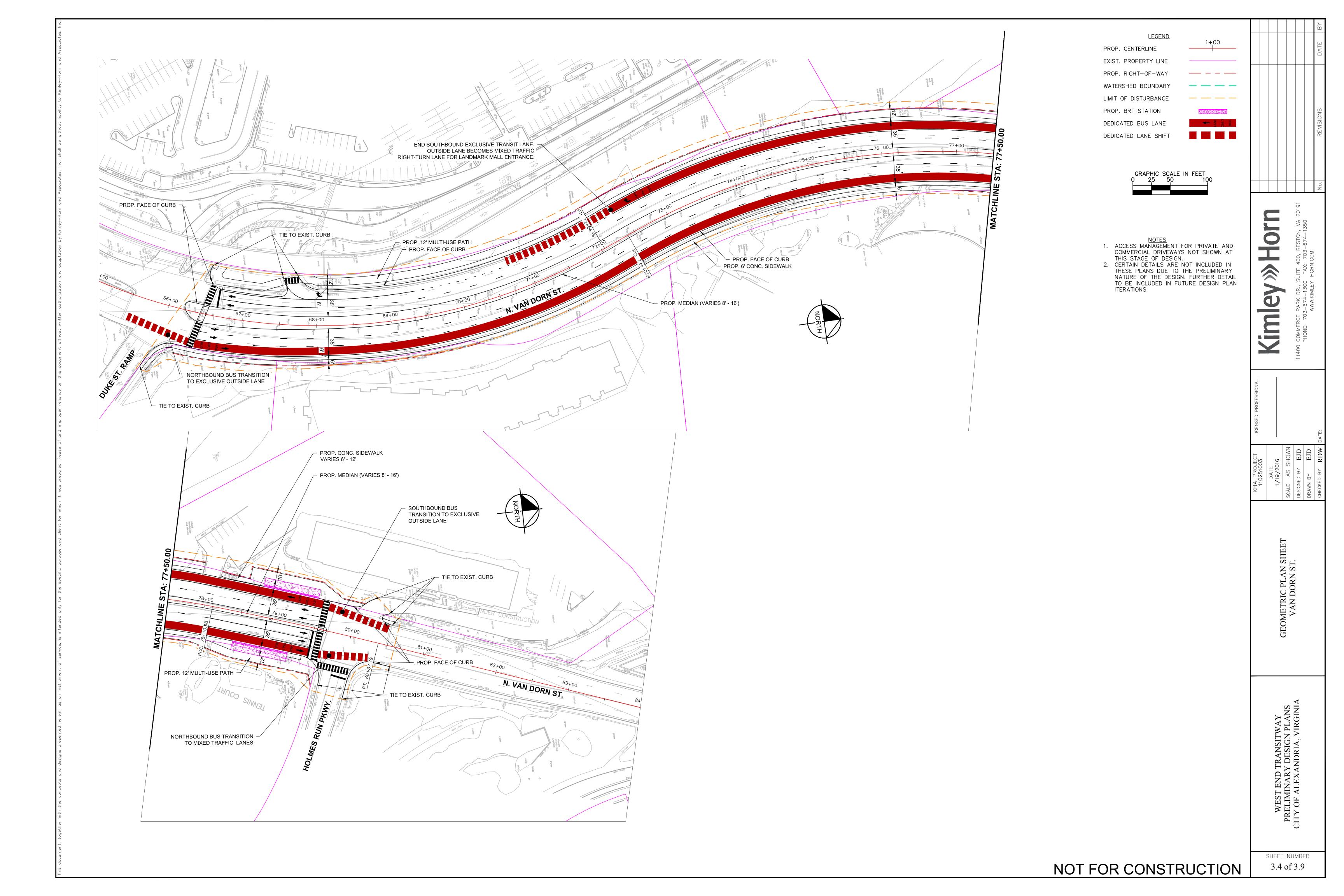
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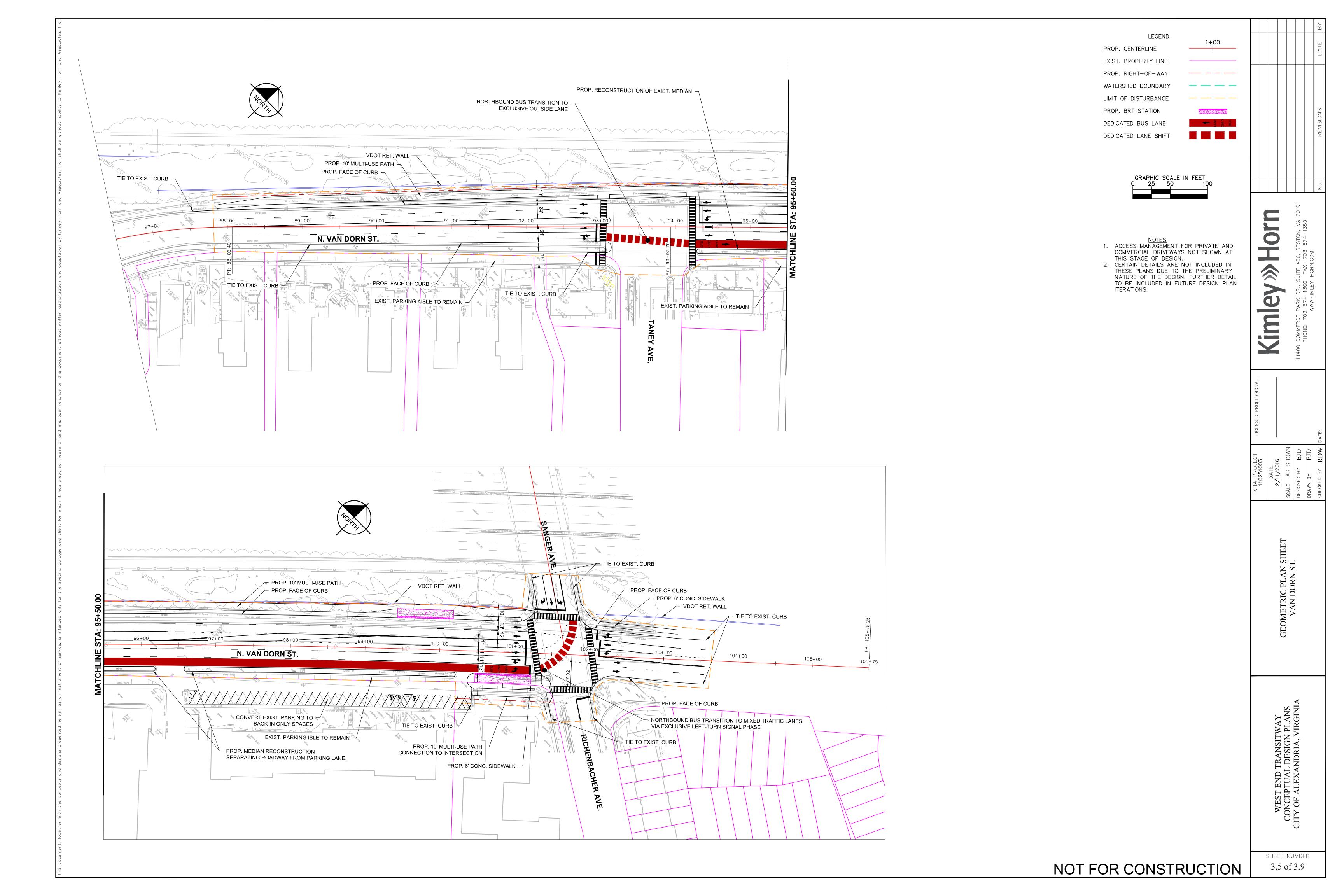
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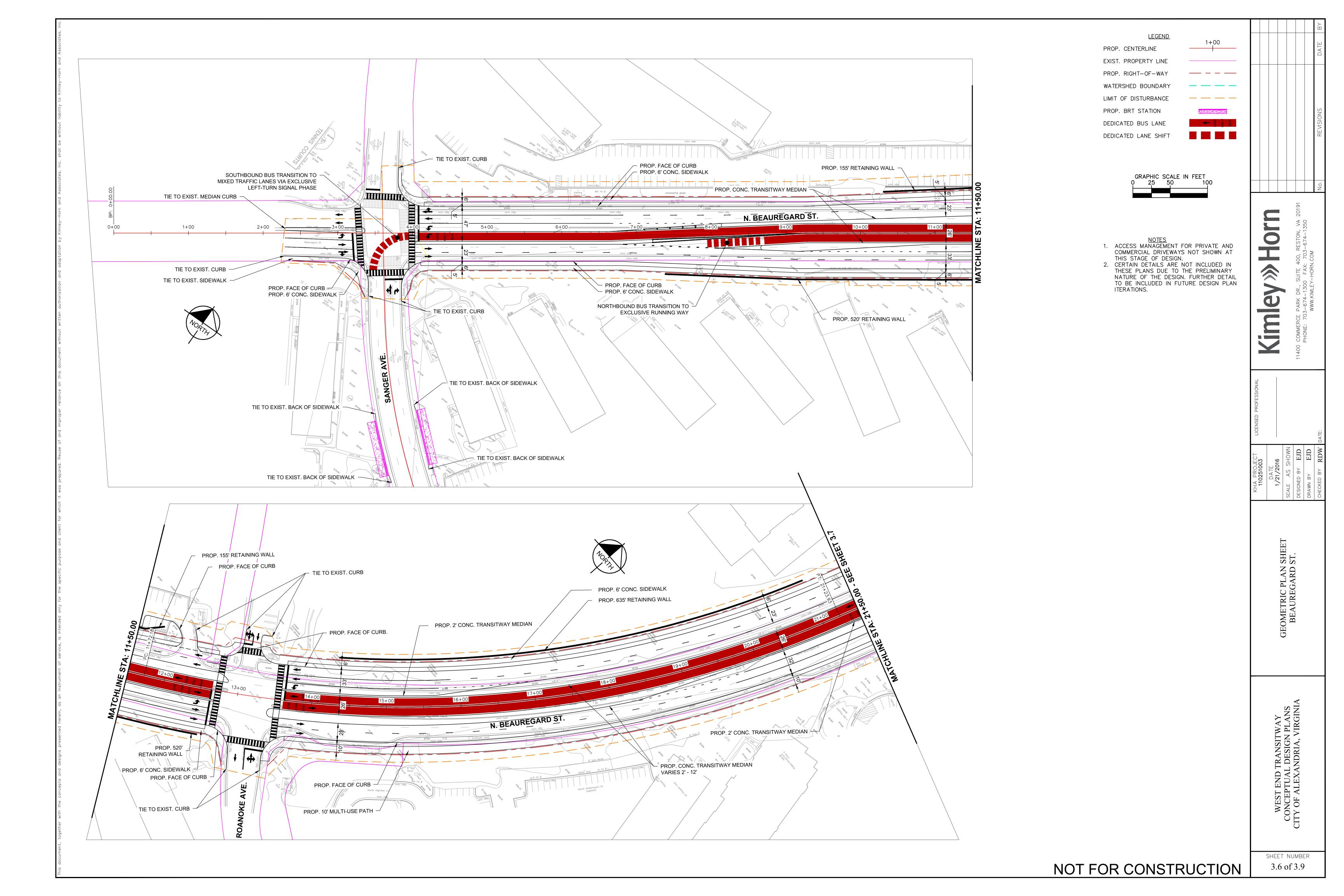


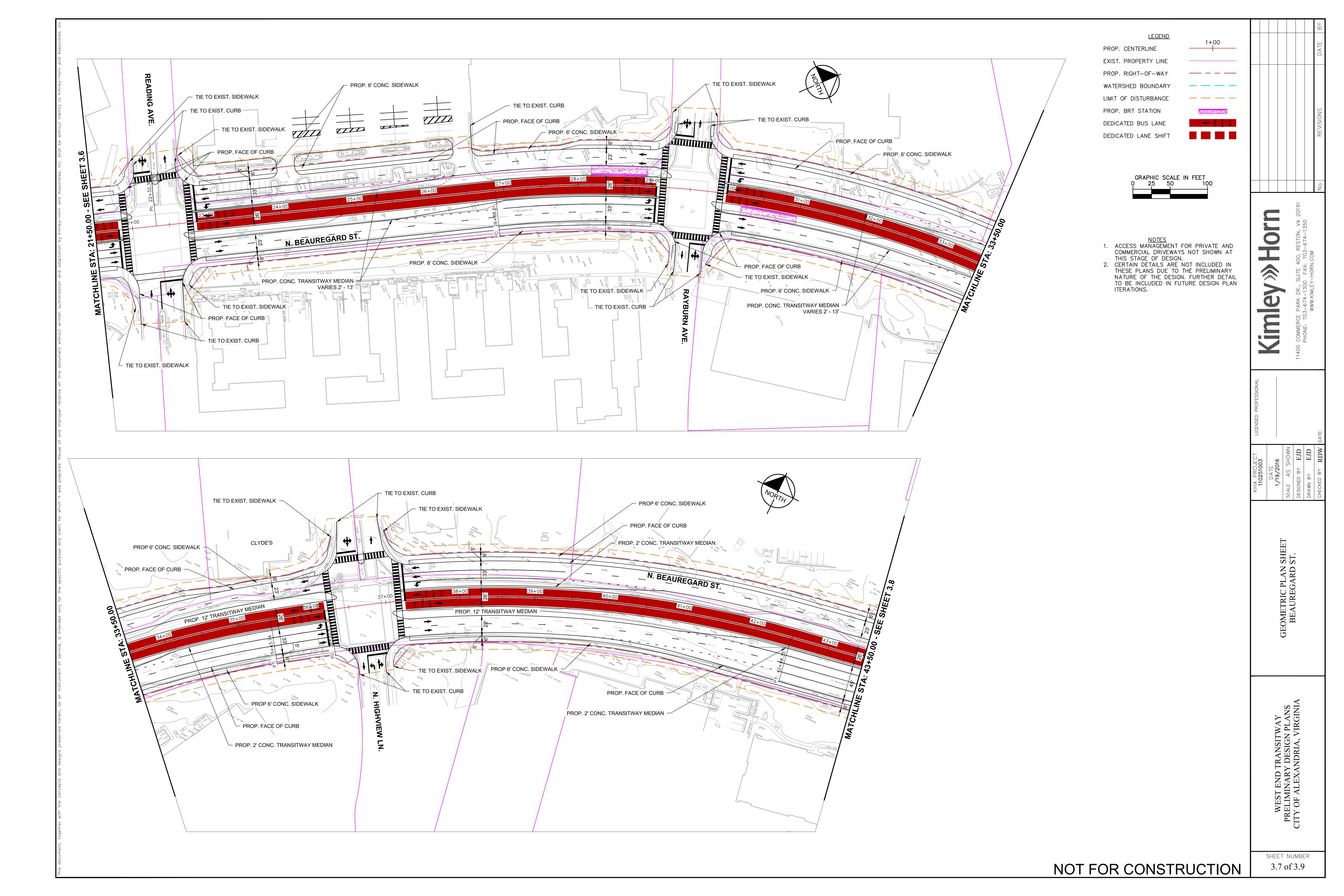


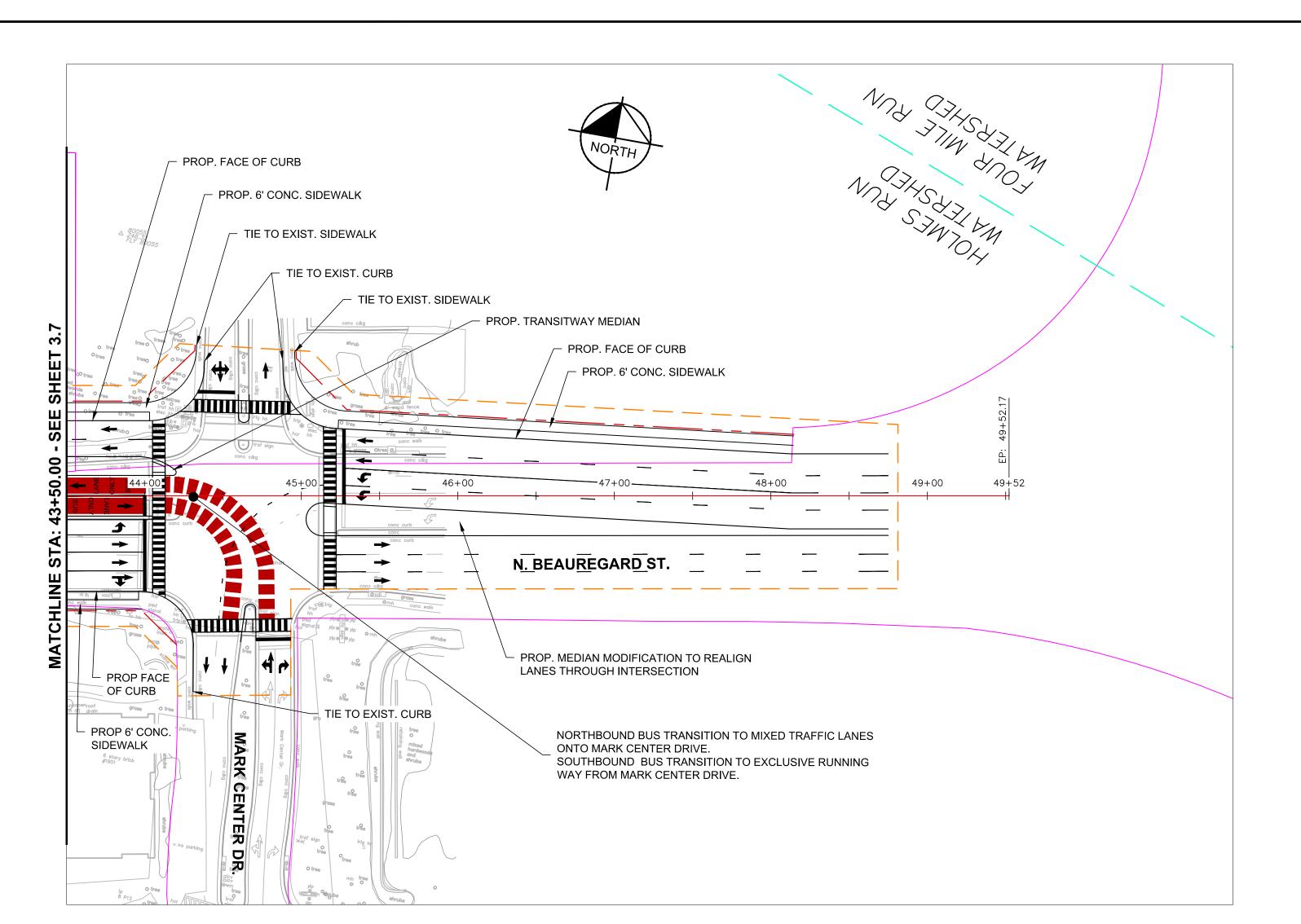


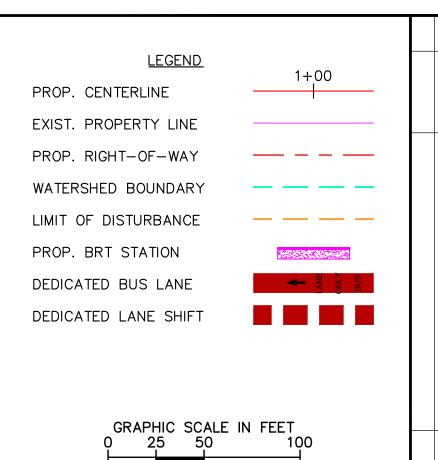








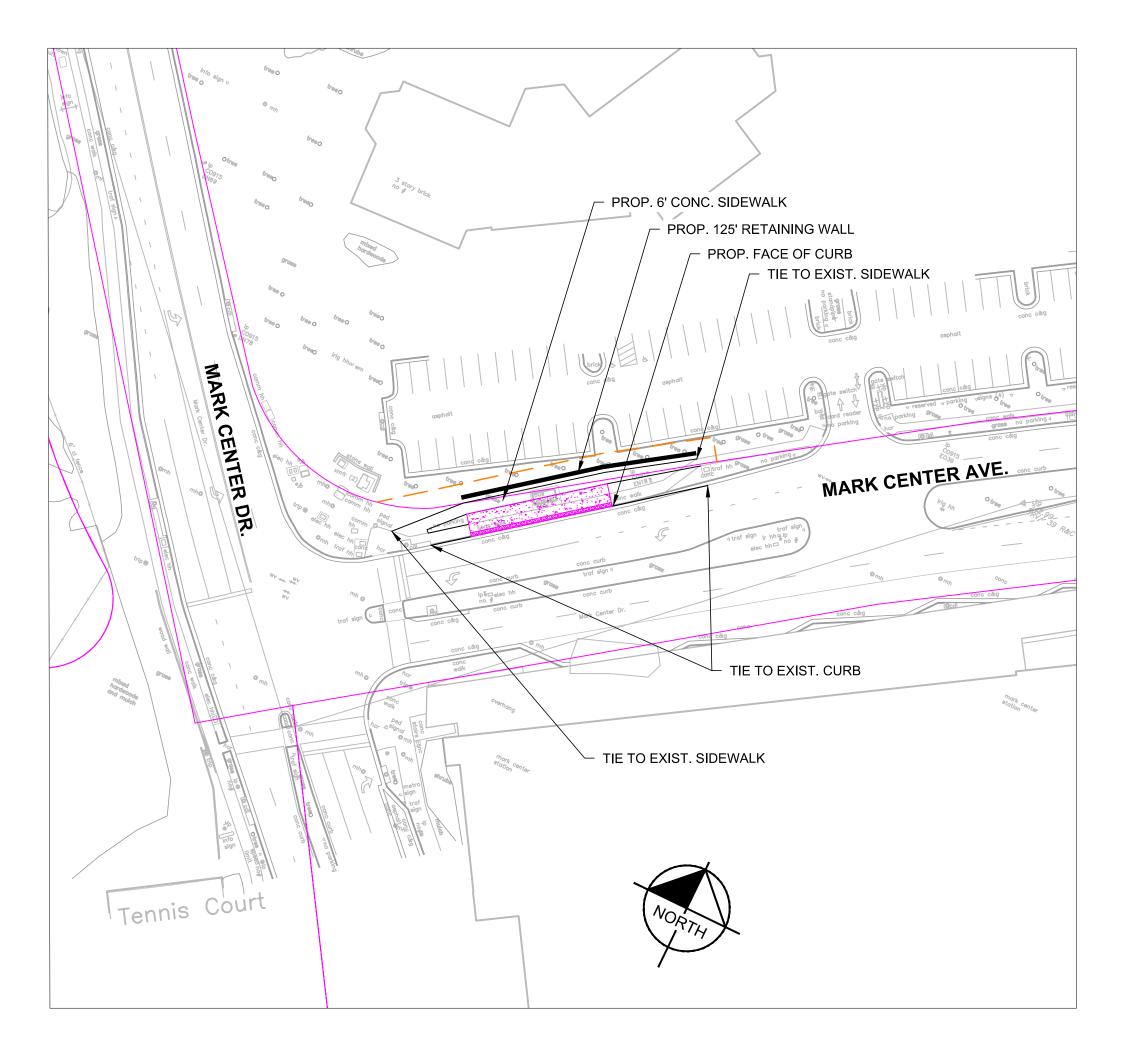


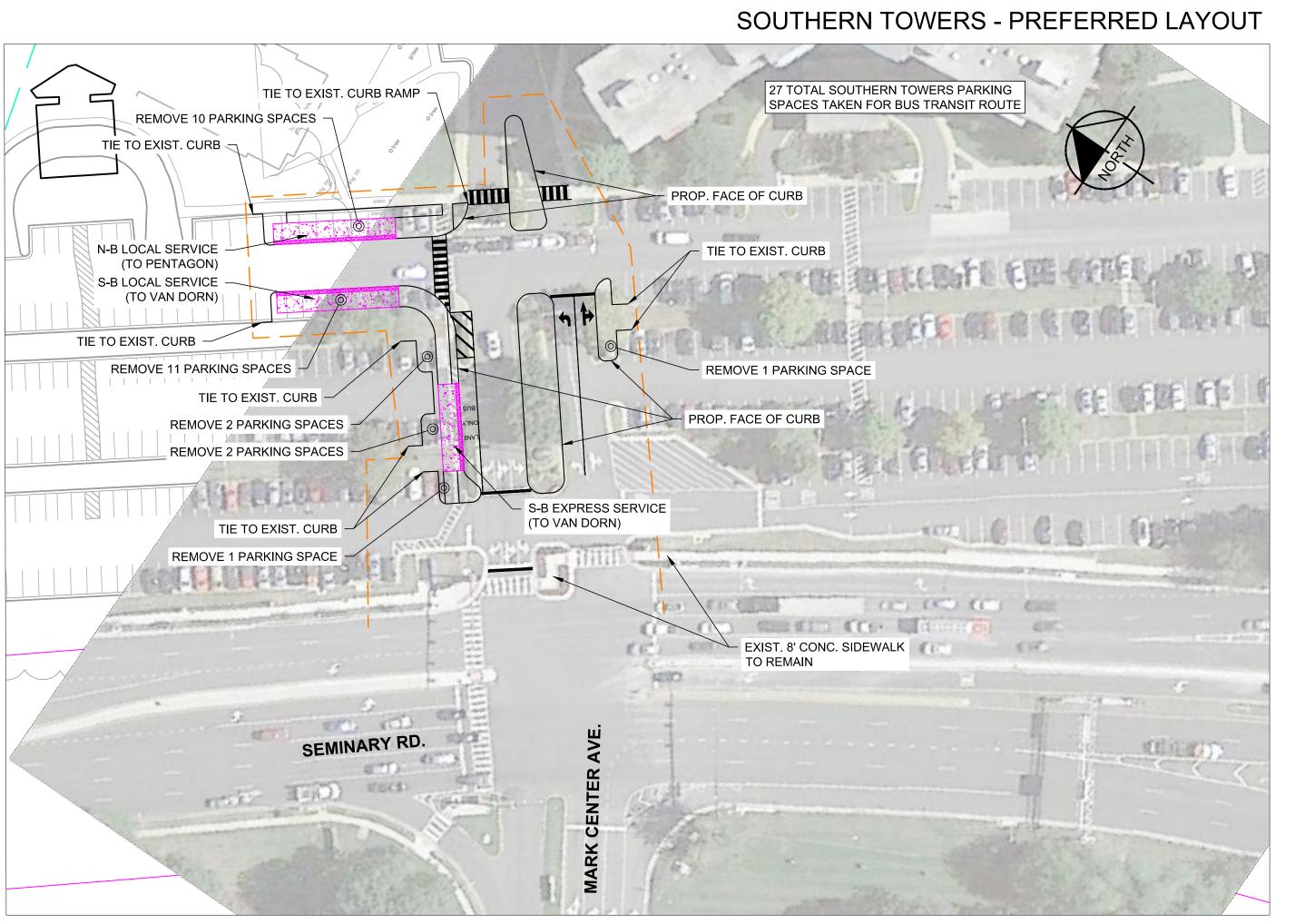


NOTES

1. ACCESS MANAGEMENT FOR PRIVATE AND COMMERCIAL DRIVEWAYS NOT SHOWN AT

THIS STAGE OF DESIGN.
2. CERTAIN DETAILS ARE NOT INCLUDED IN THESE PLANS DUE TO THE PRELIMINARY NATURE OF THE DESIGN. FURTHER DETAIL TO BE INCLUDED IN FUTURE DESIGN PLAN ITERATIONS.





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